

To: Reiner, Chris[Reiner.Chris@epa.gov]
Cc: Ronald McManamy Jr[rmcmanamy@eqm.com]; Laurie Palmer[lpalmer@eqm.com]; Jason Coury[jcoury@eqm.com]
From: Kyle Watson
Sent: Thur 9/22/2016 10:34:41 PM
Subject: Re: The old Spirit of Sacramento

Mr. Reiner,

For selfish reasons I could say we need to demo the boat in order to get the hazmat off, but I believe we can get 99% of the hazmat off while pier side without hauling out the boat or demolishing it. Having said that, our demolishing the boat would allow for 100% hazmat recovery and oversight of the operation. There will inevitably be surfaces coated with oil, and if ACM/PCB wiring is of concern then maybe we do want to manage the deconstruction of the vessel.

To say it another way, do we need to demo the vessel to get 99% of the hazmat? No.

Could we get 100% of the hazmat by demolishing the vessel? Yes.

It just comes down to how much the 1% matters.

Respectfully,
Kyle

Sent from my phone....away from my desk.

On Sep 22, 2016, at 15:14, Reiner, Chris <Reiner.Chris@epa.gov> wrote:

Thanks Ron, Kyle and Jason. This is a very useful starting point for planning. The question of whether the hazmat work gets done on land or water is a tricky one, involving who is paying for and conducting the work at each step, but I understand Kyle's concerns and desired direction on that question and will keep it in mind.

Ron –The preplanning TO paperwork has been submitted. As I mentioned, I'll be talking more with Corps of Engineers, Coast Guard and Contra Costa County over the next several days to nail down as many operational questions as possible. Aside from that, do you need anything further from me at this point?

Chris

From: Ronald McManamy Jr [<mailto:rmcmanamy@eqm.com>]
Sent: Thursday, September 22, 2016 3:03 PM
To: Reiner, Chris
Cc: 'GSD Kyle Watson (KWatson@gdiving.com)'; Laurie Palmer; Jason Coury
Subject: The old Spirit of Sacramento

Mr. Reiner,

I just spoke to Kyle and I likely did not ask all the right questions but as always he was very helpful. I included both he and Jason in the conversation to correct any misstatements on my part.

Global can and prefers to remove the fuel while the vessel is in water to reduce the requirements associated with crawling around on the vessel out of water. They will be more safe and efficient. Kyle assumes from other similar work that the removal of the fuel will be a quick task requiring 1-2 days. He also assumes that we may be able to get and remove a great majority of the HazMat right after the fuel removal task is completed and will take 2-3 days (including typical HHW and Hydraulic lines). The packaging and T&D will take us about a week.

Of course this is with caveats and exceptions. Asbestos wire, tile, insulation, engine room components requiring abatement will be a separate task. We may not be able to get to some hazmat and may need to be on standby if the demo company can't address it. We (you or another stakeholder) may want to do an assessment to determine / identify the hazmat and the best approach to getting the hazmat.

The options (based on the level of hazmat and the need to verify as clean) are:

- Gross Hazmat removal = 1 week
- Shearing and demo = 2-3 weeks

- Torch cutting = 4-6 weeks

I can put a pretty good number together regarding T&D cost once we know what we might have.

Please let me know if I am missing anything?

Thanks,

Ron McManamy, CHMM

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